



Michigan Department of Transportation  
**Michigan 2045**  
**>>> Mobility**  
 A transportation plan for a connected future #MM2045




**Draft State Long-Range  
Transportation Plan**

State Transportation Commission Meeting  
 July 22, 2021  
 Bradley M. Sharlow, AICP  
 MM2045 Project Manager  
 Email: sharlowb@michigan.gov



1



**Agenda** #MM2045

- > MM2045 Approach and Schedule
- > Public/Stakeholder Outreach
- > What is MM2045?
- > Draft Plan Content and Key Takeaways
- > Q&A and Next Steps

2

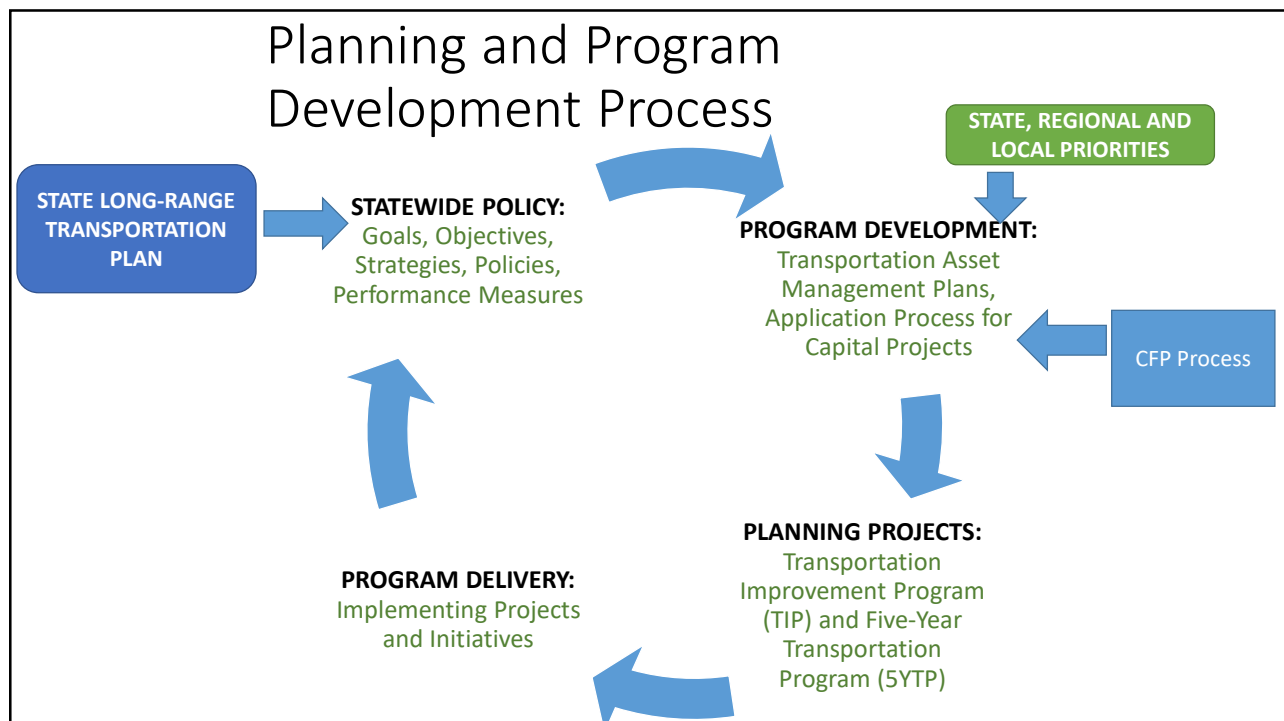


## What is a State Long-Range Transportation Plan (SLRTP)?

- Multi-modal policy-based planning document that establishes the following for Michigan's transportation system:
  - Vision (Adopted July 2019)
  - Goals (Adopted November 2019)
  - Objectives (Adopted June 2020)
  - Key Strategies (Adopted April 2021)
- Federally required
- 20+ Year Planning Horizon



3



4

## Public/Stakeholder Outreach

### Surveys (14,000 responses)

- Telephone Town Halls (6,300+)
- MetroQuest Surveys (7,500+)
- Attitudes & Perception Survey (1,500)
- Service Needs of those With Disabilities Survey (200+)

### In-Person Meetings (pre-COVID)

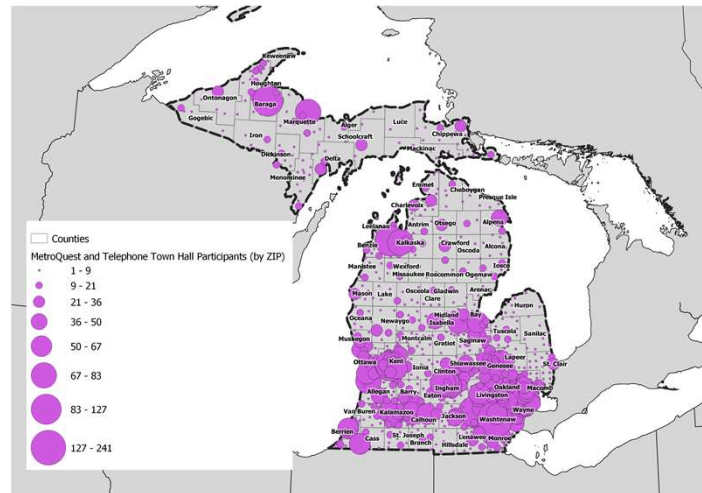
### Online Meetings (1,200+ attendees)

- Freight, rail, transit, other stakeholder meetings

### Michigan Mobility website (29,000+ hits)

- [www.michiganmobility.org](http://www.michiganmobility.org)

### MDOT social media (400,000+ impressions)



5

#MM2045

## Table of Contents



## Contents

Letter from Governor

Letter from MDOT Director

[Chapter 1 — What is Michigan Mobility 2045?](#)

### Looking to the Future

[Chapter 2 — Socioeconomic and Technology Trends, Forecasts, and Scenarios](#)[Chapter 3 — Revenue Forecast](#)

### Shaping the Future

[Chapter 4 — Vision, Guiding Principles, Goals and Objectives](#)[Chapter 5 — Partnerships](#)[Chapter 6 — Mobility and Accessibility](#)[Chapter 7 — Community, Environment and Health](#)

### Network and System Performance

[Chapter 8 — Multimodal Network Performance](#)

### Network and System Needs

[Chapter 9 — Network and System Preservation](#)[Chapter 10 — Network Capacity/Right-Sizing](#)[Chapter 11 — Transportation Safety and Security](#)[Chapter 12 — Network Management & Operations](#)[Chapter 13 — Network Accessibility and Connectivity](#)[Chapter 14 — Network Resiliency](#)

### Recommended Strategies

6

#MM2045

## Chapter 1 – What is MM2045?



**First of its kind integrated long-range transportation plan for all of Michigan**



7

#MM2045

## Chapter 1 – What is MM2045?



**First steps towards long-range planning for certain modes on the statewide level (transit, active transportation)**

**Recognizes that all modes are not in the same place and more work needs to be done in the coming years to better understand needs**

### One Plan – Moving in the Same Direction



8

#MM2045

## Chapter 1 – What is MM2045?



- **Provides a foundation for developing Michigan's transportation programs**
  - MDOT's 5YTP
  - S/TIP
- **Presents the social and economic cases for transportation investment in Michigan**
- **Michigan's social and economic prosperity depends on transportation investments**
- **Engagement and Input: Diversity, Equity and Inclusion**

### How Does MM2045 Help Michigan?

- Organizes the efforts of MDOT and its partners around a common vision and goals shaped by public needs to move the state forward as technology and needs change over time
- Fosters partnerships across the hundreds of public, non-profit, and private owners and operators of Michigan's transportation system necessary to get the job done
- Demonstrates how we will get there so that the public can understand decision-making and hold us accountable to our commitments
- Explains how additional revenue will grow Michigan's economy, advance equity, adapt to climate change, and improve health and quality of life today and into the future
- Educates the public and decision-makers about coming changes in transportation and their effects

9

#MM2045

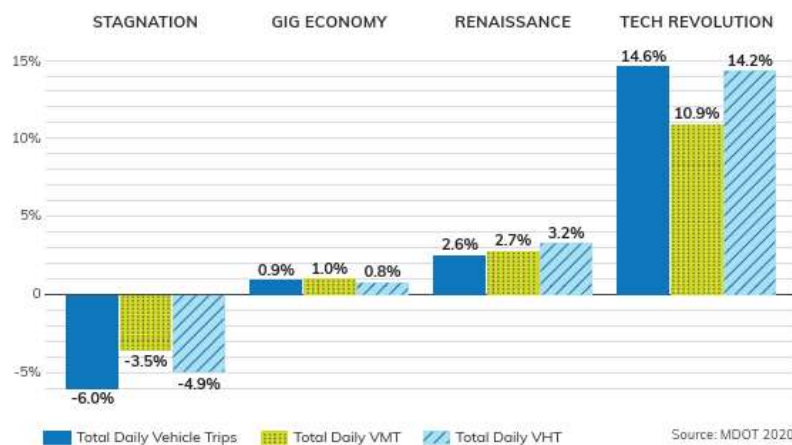
## Chapter 2 – Trends, Forecasts, and Scenarios



### Recognizes key trends including:

- Impact of changes in population and employment patterns (urbanization)
- Aging population
- Freight supply chain diversification and e-commerce
- CAVs + Electrification
- Impact of COVID-19

### Includes findings from Scenario Analysis



10



#MM2045

## Chapter 3 – Revenues



- **Presents sources of funding** (state and federal)
- **Quantifies met needs and unmet needs over the next 25 years** for certain aspects of the transportation system
  - missing some local \$\$ needs, transit, active transportation
  - only meeting about 50% of needs
- **Identifies strategies to close the revenue gap**



11

#MM2045

## Chapter 4 – Vision, Principles, Goals, Objectives



- **Presents MM2045 Vision** and the principles, goals, and objectives that support its realization as previously approved by leadership
- **Demonstrates linkages between National Freight Goals and MM2045** to fulfill FHWA requirements



12

#MM2045

## Chapter 5 – Partnerships



- **Summarizes Engagement** (supported by Public Engagement Summary appendix)
- **Emphasizes that statewide networks require coordination between multiple levels of government, private sector**
- **Illustrates importance of partnerships across all modes, examples**



**Rail**

**KEY ORGANIZATIONS** - Surface Transportation Board; National Transportation Safety Board (NTSB); Federal Railroad Administration (FRA); FHWA; private companies; MDOT



**OWNERSHIP** - Most of Michigan's 3,600 miles of rail corridors are privately owned, operated, and maintained by freight railroads. The system also supports passenger rail service.



**SAFETY** - Railroads are responsible for the safety of their operations and rail lines. FRA oversees track, bridges, and any incidents. MDOT has regulatory authority for all grade crossings and manages safety programs, as well as oversees rail worker safety. FRA and FHWA oversee safety programs. FTA and MDOT oversee state safety oversight for fixed-guideway systems.



**PLANNING** - Railroads conduct their own planning efforts for their property and operations. MDOT is responsible for the State Rail Plan. Other rail studies may be conducted by other parties for specific projects and/or new services. The U.S. Passenger Rail Investment and Improvement Act provides a framework.



**FUNDING** - Freight railroads fund most freight-related capital and maintenance investments. State appropriations fund intercity passenger rail operations, state-owned lines, and rail-related economic development projects. Grade crossing improvements are funded with dedicated state and federal dollars. FHWA and FRA oversee programs that can fund rail projects. MDOT provides funds to support safety, economic development, state-owned track, and passenger service. FRA oversees grant and funding programs.



**INVESTMENT PRIORITIZATION** - Railroads determine priorities for their network. MDOT's 5YTP defines its investment strategy for state-owned rail corridors. MDOT also has an FHWA-approved prioritization process for investments at grade crossings and initial prioritization for enhancements to road crossings.

13

#MM2045

## Chapter 6 – Mobility/Accessibility



- **Makes the case for how Michigan's multi-modal transportation system is vital for:**
  - Access to jobs
  - Access to critical services
  - Access for businesses
  - Access for recreation and tourism
- **Emphasizes the importance of mobility choices**



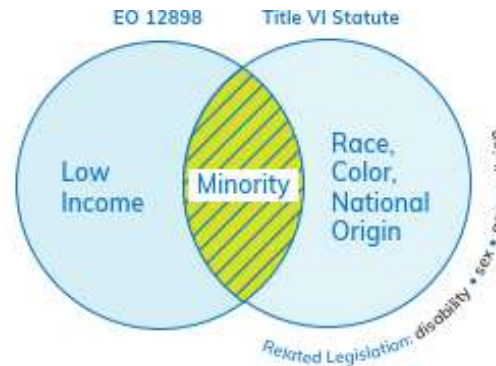
14

#MM2045

## Chapter 7 – Community, Environment, and Health



- Emphasizes the transportation system's impact on people and environment
- Outlines MDOT initiatives around:
  - Title VI, Environmental Justice, Equity
- Brief description of impacts of Freight + Rail Investments in compliance with FHWA and Federal Railroad Administration



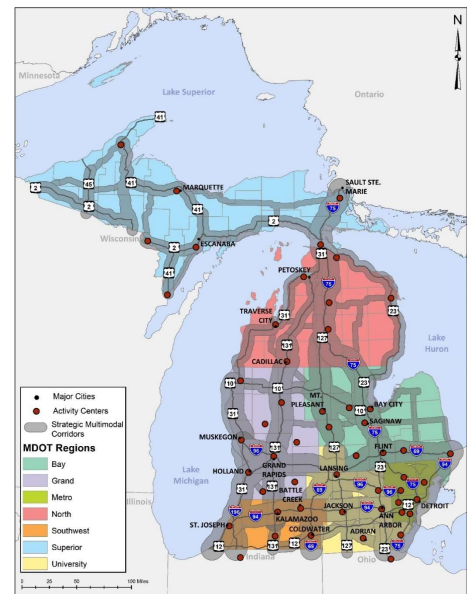
15

#MM2045

## Chapter 8 – Multimodal Network Performance



- **Strategic Multimodal Corridors (SMC)**
  - MDOT producing corridor-level reports to be updated periodically
  - Link between SLRTP and programming/project decisions
- Essential goods network, investing in the SMCs addresses the state's key freight corridors
- Freight and rail systems, intermodal terminals and transload facilities
- System performance report
- Travel time reliability
- Freight bottlenecks



16

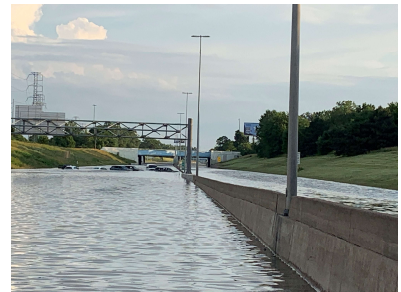


#MM2045

## Network and System Needs Chapters



- Chapter 9 – Network and System Preservation
- Chapter 10 – Capacity/Right-sizing
- Chapter 11 – Transportation Safety and Security
- Chapter 12 – Network Management and Operations
- Chapter 13 – Network Accessibility and Connectivity
- Chapter 14 – Network Resiliency



17

#MM2045

## Recommended Strategies



- Vision - Guiding Principles - Goals and Objectives - together form the Strategic Direction
- Input from stakeholders, MDOT subject matter experts, and the public
- First time for statewide strategies for active transportation and transit
- Policy-oriented strategies, then Freight and Rail Service Investment Plans



### STRATEGY CATEGORIES

1. *Prioritizing Safety*
2. *Managing Resources Responsibly*
3. *Providing Accessibility and Mobility for All*
4. *Supporting Michigan's Health*
5. *Building Resilience*
6. *Working Together*
7. *Technology*
8. *Economic Vitality*

18

#MM2045

## Plan Appendices



- Public and Stakeholder Outreach Process
- Rail Plan Supplement
- Freight Technical Reports
- System Performance Report
- Strategic Multimodal Corridors Report
- Active Transportation Plan – Executive Summary

19

#MM2045

## Next Steps



- July 22 – STC Presentation of Draft Plan
  - **Seeking Approval to put MM2045 out for Public Comment**
- July 23 – August 31 – Public Comment Period
- September 1-18 – Update of Plan for final review
- Week of September 27 – Leadership Presentation of Draft Plan
- October 21 – STC Adoption of Final Plan

20



**Michigan<sup>2045</sup>  
Mobility**

# QUESTIONS?

